

FAIL TO COME TO TERMS.

NO PROSPECT OF A SETTLEMENT OF THE GOULD STRIKE.

The Proposition of the Governors Rejected by the Workmen--The Correspondence.

St. Louis, Mo., March 22.--Gov. Marmaduke and Martin held their third conference with Vice-President Hoxie yesterday afternoon, at which the proposition submitted yesterday by the Governor was again discussed and a formal reply on the part of the railway officials was made. The following correspondence includes the two documents mentioned and is both the substance and the sum of the proceedings of the three conferences:

THE GOVERNORS' PROPOSITION.

St. Louis, Mo., March 20, 1886.

H. M. Hoxie, Esq., Vice-President Missouri Pacific Railway Company.

Dear Sir:--On the 18th instant the undersigned met at Kansas City to discuss the very serious condition of affairs in the States of Kansas and Missouri, growing out of the late strike on the lines of the Missouri Pacific Railroad and resulting in the obstruction of the commerce of the two States. While at Kansas City we were visited by a delegation of your late employees, and after discussing with them the various phases of the strike we consented to visit you and urge a continuation of the terms of the agreement made with the management of your road on the 15th of March, 1885, and, if deemed advisable, recommend such modifications of said agreement as might be thought just to all concerned. On the 15th of March, 1885, the undersigned, with other State officers of Missouri and Kansas, present, to Capt. Hayes, then first vice-president of the Missouri Pacific Railroad Company, the following suggestions:

To Capt. R. S. Hayes, First Vice-President and Chief Executive Officer of the Missouri Pacific Railroad Company and associated roads:

WHEREAS, On account of the strike among certain of the employees of the Missouri Pacific Railroad Company in the States of Missouri and Kansas, resulting in the stoppage and cessation of all freight traffic over said company's lines in said States, to the great detriment of business interests and the continuance of which endangers the public peace and the safety of the company's property; and whereas, the undersigned, representing the two States named above, respectively, anxious to restore harmonious relations between the said company and its said employees, and to restore to the public the unobstructed use of said lines of railroad, do recommend and request said company to restore to its striking employees in Missouri and Kansas the same wages paid to them in September, 1884, including one and one-half cents per extra mile worked, and to restore all said striking employees to their several employments, without prejudice to them on account of said strike.

Believing that the foregoing will constitute a just and fair settlement, we recommend their acceptance by the striking employees as well as by the Missouri Pacific Railroad Company.

Dated St. Louis, Mo., March 19, 1886.

JOHN A. MARTIN, Governor of Missouri.

JOHN S. MARMADUKE, Governor of Kansas.

L. L. BURNETT, Governor of Iowa.

ALBURN GILLETTE, Governor of Nebraska.

JAMES H. HUNTER, Governor of Arkansas.

W. C. DOWNS, Governor of Louisiana.

First Vice-President of the Missouri Pacific Railroad Company.

OSCAR KOCHTITSKY, Gen. Labor Statistics and Inspection.

Capt. Hayes on the same date issued a circular embodying the suggestions thus made and giving notice that the rates of wages and terms above specified would go into effect on the morning of the 10th of March, 1885, and be in effect from and after that date, and, further, that said rates would not thereafter be changed, except after thirty days' notice thereof given in the usual manner. It will be observed that the recommendation of the officers of the Kansas and Missouri embodied only two propositions, namely: First, that the company restore to its striking employees in Missouri and Kansas the same wages paid them in September, 1884, including one and one-half cents per extra mile worked, and, second, to restore all said striking employees to their several employments without prejudice to them on account of said strike.

To these conditions Capt. Hayes added a third, namely, that hereafter said rates would not be changed, except after thirty days' notice thereof, given in the usual way.

After careful investigation, we are unable to find wherein the Missouri Pacific Railroad Company has violated the terms and conditions of the agreement made on the 15th of March, 1885, touching its employees in its respective States. No complaint has ever been made to the Governor of Missouri based on alleged violation of said agreement, and but one has ever been made to the Governor of Kansas, and that on investigation proved without foundation and withdrawn by the party interested.

We are therefore forced to the conclusion that the "strike" of March 1885, could not have been, and was not, based on a violation of the terms of the agreement of March 15, 1885, by the management of the Missouri Pacific Railroad Company in its old employees with its employees in Missouri and Kansas. We recognize the fact that the Missouri Pacific Company may justly claim that the strike of March 1885, relieves it of the obligation assumed in the circular of March 15, 1885, but, nevertheless, believe that amicable relations be restored by the parties interested.

We would respectfully but earnestly suggest and recommend that the agreements embodied in the circular of March 15, 1885, be restored and continue in letter and spirit, and that the Missouri Pacific Company re-employ in its service all of its old employees without prejudice to them on account of the late strike, so far as the interests of the company will justify re-employment. We make these suggestions and recommendations in an interest, as we believe, alike of the company and its employees, and especially the greater interests of the commerce and people of the two States.

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MR. HOXIE'S REPLY.

The following is Mr. Hoxie's reply: The Missouri Pacific Railway Co., Executive Department, St. Louis, Mo., March 20, 1886.

The Hon. John S. Marmaduke, Governor of Missouri, and the Hon. John A. Martin, Governor of Kansas:

Dear Sirs:--I beg, respectfully, to acknowledge the receipt of your communication of this date, in which you state that a conference at Kansas City with a delegation of our late employees is consented to visit the undersigned and urge the continuance of the agreement made between yourselves and other State officers and the management of this company on March 15, 1885, and if deemed advisable recommend such modification of said agreement as might be thought just to all concerned. I note with pleasure your conclusion, after investigation, that the agreement of March 15, 1885, has been kept inviolate by the Missouri Pacific Railroad Company, and that the present strike could not have been and was not based on a violation by the management of this company of the terms of said agreement, and I have carefully considered your recommendation that this agreement, which you concede the Missouri Pacific Railroad Company is no longer under any obligations to observe toward those of its employees who have abandoned its services since the 5th day of March, 1886, should be restored and continued. On March 10, 1886, this company inserted in newspapers on its lines and posted in public places upon its property the following advertisement:

"Good and competent men will be employed without reference to their past or present relations to this company or their connection with any society or organization, open, secret, or otherwise. Such as are accepted will be paid the rates of wages recommended by the Governors and other State officials of Missouri and Kansas when the labor troubles of March 18th were adjusted, the same as have been paid by this company since that date.

The above notice was designed as a continuance so far as the rate of wages is concerned of the agreement of March 15, 1885, and is still in force, thus anticipating the recommendations which you make as the amount which employees should be paid. In addition to the foregoing action of this company, which is in accord with your recommendations as to wages, this company is further willing to pay to its employees a rate of wages equal to that now being paid by other railway companies in the same section of country. The further provision of said agreement relative to notice in case of a reduction of wages is not objectionable to this company and will be continued. Your next and final recommendation that this company re-engage in its service all of its old employees without prejudice to them on account of the existing strike so far as the business of the company will justify their re-employment is acceptable to this company with these qualifications. The men who have been engaged under the advertisement of March 10, 1886, will be continued in our employment. We cannot re-engage or continue in our employ any persons who have actually engaged in the destruction or injury of the company's property, or who have advised such destruction or injury. We shall give preference to those of our late employees who have families and own homes on the lines of the road. It is to be remembered that the loss of traffic caused by the present strike will, to a considerable extent, reduce the necessity of employing as many men in our shops as heretofore. Thanking you for the consideration you have given the subject and trusting your action will result in an early resumption of traffic, I am your obedient servant,

H. M. HOXIE, First Vice-President Missouri Pacific Railroad Company.

THE REAL CAUSE OF THE STRIKE.

Martin Irons, the chairman of the Executive Committee of District Assembly No. 101, the man who ordered the present strike, arrived here Saturday night from Kansas City, and in an interview gave the following as the real cause of the strike: The Knights of Labor recognize in the conduct of the Texas and Pacific and Missouri Pacific a part of a prepared plan to crush the Knights of Labor and down the right of labor law a plan in which all the railroads of this country are now pooled; a plan to totally disorganize our order and extinguish the eight-hour law. The discharge of Hall at Marshall, Tex., was only a part of the plan with that object, and the result so far were foreseen by the Knights. Now depends upon them whether they have seen as far as they will see."

"What is your opinion of the result the conference?"

"Knowing that Mr. Hoxie is supported by this pool of corporations, my opinion I don't care to give, but if you want to say that as the strike is now, District Assembly No. 101 can put an end to it, but if it goes further it cannot, as other assemblies will be involved. I'll say, too, that if the grievances of the Knights of Labor are not adjusted within the next three days, we will call on the Knights on every railroad in the country and stop every wheel from moving."

AFTER THE CONFERENCE.

After the conference Govs. Marmaduke and Martin repaired to Hurst's Hotel, where Martin Irons, chairman, and several members of the Executive Committee of District Assembly No. 101, Knights of Labor, were in session, and presented to the result of their conference with Mr. Hoxie. Both Governors made brief speeches to the committee, strongly urging them to accept Mr. Hoxie's terms, and appealing to them to end the strike at once, so that the traffic of the road might be resumed, the commerce of four States be restored to its normal condition. The committee made no reply, other than that they would give the correspondence prompt and careful consideration. The Governors then retired, and the committee went into secret session, and were still closely closeted at 11 o'clock last night. Gov. Martin left for home on the one night train, and Gov. Marmaduke will leave for Jefferson City in the morning. Both Governors are reported to have said that they will have nothing further to do with the matter, and that the case must now be decided by the Executive Committee and the railway managers.

THE AGREEMENT.

drawn up by Govs. Martin and Marmaduke of Kansas and Missouri, respectively, intended as a basis for the settlement of the strike on the Missouri Pacific railroad, together with Vice-President Hoxie's acceptance of the same, with qualifications, was presented last night to the Executive Committee of District Assembly No. 1 of the Knights of Labor. The Governors called in person upon Martin Irons, chairman of the committee, and the case must now be decided by his committee, which, soon afterward, was called together to discuss, informally, the conditions inserted by Mr. Hoxie into the agreement. No action was taken last night, the mat-

ter being discussed in a strictly official way, and after a long session the committee adjourned until to-day, when the contents of the documents will be formally considered and some decision reached. The manner in which the agreement was received by members of the committee affords little hope that its conditions will be accepted. Mr. Irons would express no positive opinion as to its acceptance or rejection, and the other members of the Executive Board were equally loath to make any statements as to their future course. Enough was learned from them, however, to make the rumor general that they would not accept Mr. Hoxie's propositions. The strikers, it is said, object to that portion of it relating to the re-employment of only a portion of the discharged men and allege that, although Mr. Hoxie says no prejudice shall exist against strikers, they feel certain that the leaders of the present strike will be discharged from the employ of the company as soon as an opportunity offers. If the efforts of the Governors shall fail to bring about a settlement of the present differences between the railroad company and its employees, the all-absorbing question to the strikers is: "How far shall we extend the strike in the attempt to force the company to accept our terms?" Many express the belief that the men employed in the other departments of the Missouri Pacific road will be called out, and all traffic, both passenger and freight, obstructed until a settlement shall be reached. Others express the opinion that the strike will be extended to other roads not now involved, beginning with the yard-men employed in East St. Louis. There are many, however, who are sanguine of an amicable adjustment of the differences, and who believe that the strike will end in a short time.

THE LOCAL SITUATION.

This morning, so far as the running of trains continues, is in about the same condition as for the past three or four days. Suburban trains are not interfered with, and no freight has been made to move freight. Although a larger number of strikers than usual are congregated near their accustomed rendezvous, eagerly discussing the situation and the probable prolongation or speedy settlement of the strike, no disturbances have as yet occurred.

IN SECRET SESSION.

The Executive Committee of District Assembly No. 101 convened in secret session at 11 o'clock this morning to consider the propositions submitted to them by the Governors of Kansas and Missouri and accepted by Mr. Hoxie, first vice-president of the Missouri Pacific Railroad Company, with an amendment. The committee is still (2 o'clock p.m.) in session, and its proceedings are carried on with closed doors, no information can be had as to its probable result. It was rumored that the committee would accept the agreement, with conditions insisted upon by Mr. Hoxie, but no confirmation of this can be had.

WILL BE REJECTED.

The Executive Committee is still in session at 2:30 o'clock p.m., discussing Mr. Hoxie's terms, but Chairman Irons says they will be rejected as to accept them would be to abandon all their principles.

RESOLUTIONS ADOPTED.

The executive bodies of District Assemblies 101, 17 and 93, Knights of Labor, met at 11 o'clock this afternoon, adopted the following resolutions:

To all Labor Organizations:

WHEREAS, It has become evident to every observing man that the corporations of the country are uniting and acting in concert for the purpose of breaking down the labor organizations and trades assemblies; and whereas, all said organizations are the outgrowth of stern necessity forced upon them by the aggression of corporations, who arrogate to themselves rights which they deny to others; and whereas, said corporations have made the non-recognition of trades assemblies and labor organizations the rock on which they propose to wreck the commerce of the country; therefore, be it

Resolved, That we insist upon our rights as American citizens to assemble and organize, and to negotiate and treat with other organizations through delegates and representatives, with the representatives of any and all other organizations and combinations whatever.

Resolved, That the refusal on the part of the representatives of corporations to treat with the representatives of labor is a silly subterfuge for the purpose of perpetuating strike and ruining a country which is becoming evident they cannot longer sustain.

Resolved, That we request all labor organizations and trades assemblies in the land to unite in a demand for recognition of their representatives and their right to negotiate, treat and deal with individuals or bodies as the case may be.

Resolved, That we call upon our legislators, both State and national, to enact such measures as will compel the recognition of labor organizations and trades assemblies, and also to compel corporations to arbitrate differences between and with themselves and their employees.

Signed by order of District Assemblies Nos. 101, 17 and 93 Knights of Labor.

ANOTHER STRIKE AT KANSAS CITY.

KANSAS CITY, Mo., March 22.--At 10 o'clock this morning a general sounding of locomotives whistles signalled the inauguration of another strike. At that hour the union switchmen in every railroad yard in the city quit work and freight business generally was stopped. The Chicago and Alton officials made up a train by the help of non-union men and sent it out, but the strikers are said to have blocked and stopped it at the eastern city limits. The Wabash is working a small force, sufficient, the officials say, to handle city freight, and being under the protection of the Federal Court, have invoked the protection of the United States Marshal. A mass meeting of strikers was held at noon. At present the cause of the strike cannot be learned. Some of the men say: "We had orders from the headquarters of the Knights of Labor."

The switchmen made a general demand for an advance in wages a week ago and it was granted. There are dying rumors to the effect that several other departments are to be ordered out.

Later--There are no further developments in the strike of the switchmen. The Wabash is handling business over its own line, but, of course, cannot make transfers with the other roads. The cause of the strike has not been made known. One explanation is that the men demand work hour, but it is generally supposed the strike is an outgrowth of the Missouri Pacific trouble. No other departments have struck. The local railroad officials quite in saying that the strike was a complete surprise to them. The men had made no complaints since the recent settlement. Business at the stock-yards is

about suspended, and on the Board of Trade which dropped 2 cents in as many seconds. It is said that the truckmen and section hands are also out, but not yet confirmed. They did not resume work this afternoon, for the reason that business is practically suspended. Orders are being sent to points beyond here by the officials to refuse perishable freight. Including the Missouri Pacific there are fifty crews of yardmen on eleven roads engaged in this strike. Two trains started out over the Chicago and Alton road, but men from the surrounding groups jumped aboard the cars and, applying the brakes, stopped the trains in the lower yards, and no attempt was made to get them further.

A meeting of the representatives of the roads is being held this afternoon to consider the situation. It is reported that the most of the packing-houses will close to-morrow. Plankton and Armor discharged one-fourth of their forces to-day. The great smelting works at Argentine will also be compelled to shut down. Large quantities of perishable freight is now on the trains in the yards awaiting transfer or shipment, and the loss will be great if they do not speedily move it. As nearly as can be ascertained, the strike was ordered by the switchmen's union because of complaints that the agreement made last week was not kept by some of the roads. One of the local members of the Executive Committee of the Knights of Labor, who is supposed to be well informed, declares that the Missouri Pacific has nothing to do with the present difficulty. The striking yard men, he says, have gone out by the order of the switchmen's union, regardless of the fact whether or no they belong to the Knights of Labor.

Texas Pacific Shops at Big Springs Burned.

CHICAGO, Ill., March 22.--A special dispatch from Big Springs, Tex., says: Last evening fire was discovered in the oil-house and paint shops of the Texas Pacific railroad. Within the space of five minutes the flames were spread over the entire flooring of the large building, and before a dozen people had arrived it was evident no efforts could save the building. When the alarm was sounded the entire male population of the town, and a large portion of the female, rushed to the scene, as everybody thought the flames were rolling from the main shops and round-house. The citizens turned in and worked heroically to save the neighboring property of the company. Several buckets of water were organized, and the main shops were saturated and saved. The loss to the Texas and Pacific Company will approximate \$15,000, owing to a large stock of oil on hand which was not insured. There is no doubt that the fire was the work of an incendiary, and great indignation prevails. The Knights of Labor are accused of complicity in the fire, though this is all speculation.

Engine "Killed" at Denison, Tex.

DENISON, Tex., March 22.--At 2 o'clock yesterday morning the watchmen at the round-house were surprised by the appearance of about 150 masked men, who commanded them to keep quiet. The watchmen, ten in number, were taken up and carried to the shop office, where a guard was put over them and they were ordered to remain. After placing the watchmen under guard the leader went to the middle of the turn-table and said: "Men, you know your duty, do it." At that every man broke in the same direction without the least bit of noise. In about five minutes the speaker returned to the office and addressed the watchmen, saying: "Gentlemen, we are much obliged to you for your conduct in this matter, and thank you. You are at liberty to go about your business. Good morning." The watchmen stepped out, and not a man was in sight. They then discovered that the passenger engine which was to leave for Fort Worth this morning had had her steam cock open, the hose cut, fire put out, and "killed" entirely. In the shops the men found that a large stationary engine had been removed from its place, the water let out of the tanks, hose cut, pipes removed and engines "killed," so that it will take several days to bring them to life again. The damage done to machinery was very great. Every man carried a gun, and a large quantity of iron or other weapon, so as to be prepared for a combat if the watchmen resisted. The watchmen, seeing the size of the mob, knew it would be useless to resist and so allowed them to do what they would. The celerity and quiet with which the work was done showed that the men had been well trained and instructed. The watchmen have no idea who they were, and those that were masked were strangers to them. Master Mechanic Clark and Foreman Fiedler had been working all last week making pins for "killed" engines and had about enough of the "killed" engine water carried to the engine and wood placed upon them so that in a very few minutes they could bring them into the yards, and, with the aid of officers, run out a freight train. But now things are in a much worse condition than when the engines were first killed. The accident ran high this morning when the news of the raid became fully known. The aspect of the strike is growing worse and worse in Denison, and the one absorbing topic of the day is the strike. Business men, laborers, professional men, in fact everybody is being keenly hurt financially in the long continued strike.

Bridge Burning on the Iron Mountain.

LITTLE ROCK, Ark., March 22.--About 2 o'clock this morning the north bound Iron Mountain railway passenger train was stopped at a long trestle two miles South of Little Rock, owing to the discovery that the trestle was burning. It was soon destroyed, and the train was unable to proceed further. It is believed that the fire was the result of incendiaries.

Floods in Wisconsin.

MILWAUKEE, Wis., March 22.--Contrary to general anticipation the water in the flooded districts was lower Sunday. This was due mainly to the dam on the Milwaukee river standing firm. On the Menominee the waters spent their force with the rush of Saturday and at no time during the night, notwithstanding the heavy rain, did the flood touch the highest level. On the Milwaukee river considerable damage was done from overflowed basements caused by the rise in the river, which at one time overlapped the dock at wharves. The current was exceedingly swift all day. On the Menominee, which was the scene of considerable distress, the situation is considerably changed for the better. The position of the inhabitants of the new dwellings on the flats throughout the night was not an enviable one however. As each fresh squall struck these frail structures they were obliged to take to the roof. When morning dawned and showed the waters to be receding a great sigh of relief was given by the involuntary prisoners, whose only communication was by means of boats.

THE EDWARDS RESOLUTIONS.

THE URGENT DEFICIENCY BILL--Dall and Uninterrupted Session of the House.

WASHINGTON, March 22.--Senate.--The Chair laid before the Senate a letter from the Secretary of the Treasury transmitting a report of the Supervising Architect of the Treasury, showing the amounts required to supply heating and ventilating apparatus for various public buildings throughout the country.

Senator Wilson (La.) presented several memorials from the Legislature of Iowa, among them one urging the passage of the Des Moines river lands title bill over the President's veto.

Senator Harris presented petitions from the corporate authorities of the city of Memphis and of the Cotton Exchange of the same city, praying for necessary appropriations for the protection of the harbor of that city.

Among the bills introduced and appropriately referred was one by Senator Cockrell, at the instance, he said, of the Memphis Cotton Exchange of St. Louis, authorizing the construction of a bridge over the Mississippi river at St. Louis.

Senator Logan submitted the following resolution and asked that it might be printed and lie over, saying he would call it up at some future day and submit some remarks on it.

Resolved, That the sessions of the Senate commonly known as executive sessions, so far as they apply to nominations, confirmations or rejections, shall hereafter be held with open doors, and that a public record of the same shall be kept, the same as legislative sessions.

The resolution was ordered printed and to lie over.

The urgent deficiency bill was laid before the Senate which, on motion of Senator Allison, laid it on its amendment and agreed to a committee of conference.

The chair laid before the Senate Senator Logan's bill to increase the efficiency of the Army.

Debate continued until it was cut off by limitation of time and the Chair laid before the Senate the Judiciary Committee resolutions.

Senator Colquitt took the floor in opposition to the majority report and spoke at some length.

Mr. Jackson followed Mr. Colquitt, also in opposition to the majority report. He believed the right of removal of officers to be wholly in the President. Chief Justice Marshall, in the trial of Aaron Burr, sustained President Jefferson in a correspondence which Jefferson asserted to have been confidential and intended to guide him in the performance of his executive function. The object of the present controversy, Mr. Jackson said, was the waging of a political warfare against President Cleveland. He denied that Dustin's commission was such as was suggested by Mr. Edmunds. As Mr. Edmunds had suggested to read it was that Dustin was to hold office "until his successor should be duly appointed and qualified." This assumption, Mr. Jackson said, had been necessary as a foundation for Mr. Edmunds' argument, that Senator Dustin had followed it with the statement that Dustin was still in office, though suspended. The Senator from Vermont had fallen into an error, inadvertently, no doubt. The form of commission used by that Senator in his argument had not been in use since 1860. Under the act of 1860 Dustin was entitled to hold office for the term for which he was appointed. That term was four years from the date of his commission. The commission was dated December, 1881, and therefore naturally expired December 20, 1885. He was suspended July 17, 1885. The men nominated by Burnett for the permanent term of four years was sent in to the Senate December 14, 1885, so that the Senate was asked to remove him only for six days, as his term would expire December 20th. The office became vacant on December 20th, and the only question before the Senate, so far as that office was concerned, was not as to the suspension of Dustin, but as to the appointment of Burnett to the office. That on the 20th of December last became vacant. The question as to his being presented by the majority was a mere pretext for an attack on the President. The men had been a piece of political trickery, said Mr. Jackson, "the able Chairman of the Judiciary Committee has omitted to place the proper target before the Senate. That fact, however, has not discouraged either himself or his associates from firing at random through the whole political range. The proceeding is purely political; there can be no determination of it here. Both sides must appeal to the people."

Before Mr. Jackson concluded the Senate went into executive session and soon adjourned.

THE HOUSE.

Quite a sensation was produced in the House this morning when the Chaplain devoted his opening prayer to an invocation to God to rid the land of camels, whether in cards, dice, chips, stocks, wheat, buckshot, or boards of trade, and to lead the people to know that money-making other than by the sweat of the face was contrary to His laws. The prayer was ordered to be inserted in the Record for the consideration of resolutions relative to the death of Joseph Rankin, late a Representative from Wisconsin.

The House then proceeded to the consideration of pension bills,